(b) which are these places;

(c) what was the strength of each of these institutions and what amounts had been spent on Sirkar institutions up to this date and what is the nature of the grants given?

Mr. I. N. Menon.—A statement containing the necessary particulars is appended. (*Appendix I.*)

There is a small correction. In the Appendix item No. 4—it is said that the grant has not been sanctioned. The grant has subsequently been sanctioned. But the actual amount cannot be given, since the year has not run out.

Vyttila-Eroor road.

564. Mr. P. Krishna Menon.—Will the Government be pleased to state:—

(1) whether the section to the west of Kaniyampuzha ferry been opened for traffic by levelling and metalling;

(2) has the Government any intention of opening the road east of the ferry in the present year;

(3) what will roughly be the breadth of the river now covered by the ferry;

(4) what will be the rough cost of a bridge to connect the two shores, *i.e.*, Vyttila and Eroor?

Mr. P. V. Raphael.—(1) Acquisition of lands required for the road to the west of Kaniyampuzha ferry has been finished and a portion of the road already worked up. The remaining portion is proposed to be done in 1108. There is no proposal to metal this road.

(2) No.

(3) Roughly 300 feet.

(4) The cost of constructing the bridge with the masonry embankment would roughly come to Rs. 35,000.

Narakkal—Malippuram Canal.

565. Mr. Paul Mampilli.—Will the Government be pleased to state:—

(a) is the work of the Narakkal—Malippuram canal completed;

(b) if not, why was it not completed;

(c) what was the depth of the canal when it was finally check-measured;

(d) what was the depth which was originally intended for the canal;

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(e) have the Government received complaints from the public of the locality regarding the unsatisfactory condition of the canal;

(f) are the Government aware that one of the purposes of the canal, *viz.*, the draining of water from the parambas, is not served under the present condition of the canal ;

(g) do the Government intend to deepen the canal according to the original plan ;

(h) what is the width of the canal near the Malippuram salt depot and what is the width at other portions of the canal ;

(i) why is the width of the canal near the salt depot narrowed ?

Mr. V. K. Aravindaksha Menon.—(a) Yes.

(b) The question does not arise in view of the answer to sub-division (a).

(c) The reduced level of the bed of the canal for the first 5,000 feet of its length was ranging between 23·8 and 23·4 and in the remaining portions between 22·9 and 22·00.

(d) The estimated reduced level of the canal was 22·00.

(e) A complaint about the insufficient depth in certain places was received by the end of Karkadagam 1102, soon after the work was completed. There were, however, no complaints on this point afterwards.

(f) No.

(g) Government do not intend to deepen the canal for reasons given in answers to sub-divisions (e) and (f).

(h) Bottom width near Malippuram salt depot is 20' and that in other places 30'.

(i) The width was narrowed for the following reasons:—

1. The ground being higher greater cutting depth was necessitated.

2. Sufficient land for the canal was not available at the place due to private buildings on one side and Government salt depot on the other.

Communication—Nellayi Railway Station.

566. Mr. T. A. Ramachandra Ayyar—Will the Government be pleased to state.—

(a) when was the Nellayi Railway Station opened ;

(b) which are the villages adjoining to this station and which are the adjoining villages which have no direct road communication with this Railway Station ;

(c) whether any action is taken to connect these villages with the Railway Station by roads ;

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